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THE HONGKONG DISPENSARY.

BIRTHS.

On the 6th July, at 3, Seymour Terrace, the wife of G. A. Wootcock, of a son, stillborn. (1717)

On the 27th June at No 56, Kilmochy, Achnac, Koba, the wife of HENRY SHARP, U.S. Vice and Deputy-Consul for Osaka and Higo (Kobe), of a daughter.

On the 2nd July, at Footing, the wife of CHAS. PRATT, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, CL
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 8th July, 1901

One of the most marked features of the latter end of the nineteenth century was the marked decline in individualism. Whereas at the beginning co-operation was steadily repressed as a thing inimicable to society, by degrees combinations commenced to be made first legal, and then by degrees to be actually encouraged by every possible means. During the first quarter of the century, not only were the laws opposed to trade unionism, but the public feeling of the nation held that the only way to compete in business with the rest of the world was to keep the working classes, as the phrase at the time went, "in their places." Meetings for the purpose of co-operation were considered as dangerous to the State, and any attempt at combination for the purposes of raising wages was a capital offence. The natural result of these ill-considered measures was a war of classes. England, and in a lesser degree every European nation, was divided into two hostile camps, who hated each other far more intensely than either disliked hostile countries, and kings and rulers readily united in an unholy alliance to repress the liberties of the lower orders; however mildly asserted. The pendulum of human affairs can by no amount of combination be made to stand still, the very *vis inertiae* that it had gained by its enforced swing in the direction of repression by and by began to act in the contrary direction, and one by one the artificial barriers to co-operation began to disappear. It was found that the dangers supposed to be inherent in the nature of the working classes were accidents of the position, and by no means inseparable; and that after all human nature, whether in the person of a justice of the peace, or the working man charged with the perpetration of the then hideous crime of meeting to discuss affairs with half a dozen of his fellows, was really much the same, and that each sought after all the same end of advancing himself free from the oppression of any other class. That, in

fact, it was not fair nor right on any principle of abstract justice that a right should be withheld from one section of the community should be as studiously upheld by the other. When once the pendulum commenced to swing it was from the nature of things bound to proceed as far in the other direction from the medial line of gravity, and for a time the abuses which had been the perquisites of the one section of society had fair to be monopolised by the other. The Working Man was, in fact, at the top of the curve, and he cringed every disposition to make his neighbour feel the hardship of class-rule as keenly as he himself had been compelled to do in the early parts of the century. Fortunately better reason prevailed; the working man was after all but a man, and a man whose natural talents were quite on a par with his neighbour, and sooner than the latter, he commenced to find that the principles being preached to him would first of all injure his own person; he, however, also found that the liberty of association that had been denied to him in the beginning of the century could not be given up unless he meant to give up all that he had gained. But the habit of association adopted by one class could not be dropped by another without danger, so that organisation and counter-organisation came to penetrate every class and every section of the community. The habit once established was not confined to one interest or one department. The same generation that had declared working men's associations illegal also came to legislate joint stock associations with limited liability for the discharge of business on a co-operative basis, as naturally the powers of corporations became extended; towns were granted means of self government which to a previous generation would have appeared entirely revolutionary, and these measures were followed up by the creation of not only country but also of parish and rural councils. That all these measures tended to increase the comfort and health of the country could not be denied; neither could it be denied that new sources of national wealth had been tapped, nor that the nation was under the new regime prospering and respected. So the nineteenth century closed. Unfortunately like every revolution the new system of co-operation had its defects, and one of these was soon found to be the diminution of individual responsibility, and with the decrease in individual responsibility an accompanying effect in the diminution of individual energy. A man's work as head of a society came to denote less personal profit and less personal loss than when the same individual was acting merely for himself. The consequence was that it seldom found him so whole-hearted. He had other interests besides those of which he was the nominal head; he found that in doing the work of others he needed rest and recreation that he never would have dreamt of in undertaking his own, so that on the whole the same energy and the same ambition to be in the forefront were not as a rule forthcoming. As long as things went on all right this was but little noticeable, but when competition from outside came to be felt it was discovered that England had insensibly dropped behind. In chemistry not very long ago her experts led the world, but she dropped into a lazy mood; research in fresh fields so far from being encouraged was really deprecated, experiments cost money and were dangerous, so experiments were left to German chemists who were willing to take wider risks. In iron-working the same indisposition to make changes was felt. Managers did not feel themselves justified in risking their shareholders' money, so the work of experimenting was left to the manufacturers in the United States. In electricity at the period England was at least on a par with her neighbours, but here a government that had undertaken to do the best for everyone, and had been studiously repressing individuality, stepped in and threw so many obstacles in the way, that for three years not a single enterprise of any kind was attempted. The consequence was that when at last England woke up to the fact that improvements in daily use abroad were entirely absent on her soil, it was discovered that the soul of the art had disappeared, and that her electric engineers who had been the pioneers of progress in the world were now incapable of undertaking the simplest works. The first year of the new century has emphasized these facts. England has ceased to take the lead in the iron-markets, and has had to undergo the humiliation of having to give contracts for her principal works abroad. The principles underlying successful combination have been forgotten, and in the struggle the individual has gone to the wall. Not only in trade is the defect apparent, but in the world the same strange absence of the individual element is to be regretted. An attempt is being made to govern on the co-operative system; every adjustment is referred to a board of which every member is blessed with a different idea, and no one stands out beyond his neighbour. The machine of state amongst so many experts gradually works slower and slower, or occasionally as in China comes to an entire standstill. Such is the result of a

century which with reason boasted of its progress in the industrial arts, but has in the process omitted to keep up the individuality of the artist.

It is satisfactory to learn that the opposition on the part of certain influential Chinese against the Petition, which we mentioned in our last issue, has subsided and given place to sympathy. Their objection arose from entirely wrong conceptions of the contents of the Petition and of the attitude of the petitioners towards the present local administration and individuals constituting the Government. Therefore the opposition has been withdrawn, because the Chinese concerned in it have taken the trouble to read the Petition in a sense which the Committee responsible would have all to read it; namely, that it is not an attack on any official, as it covers twenty-one years of administration, during which period many officials have served. The Committee, which was entirely representative of the community, has adopted a perfectly legitimate and constitutional course, recognising, as all must do, that the task of sanitary reform in Hongkong is so stupendous as to be entirely outside the power of the local Government to accomplish. Whether the existing Government has done its utmost in the interests of public sanitation is another matter. It has, unfortunately for its own reputation, certainly never presented any serious evidence of it. The petitioners simply state from official documents only the existing lamentable state of affairs, and show by such quotations how the repeated recommendations of colonial medical officers, and of even special commissioners, have been evaded and ignored. The Chinese have at last come to understand this and to recognise that the Petition is not intended as an indictment against any local officials; indeed, many of the latter, including, we believe, H.E. the Governor himself, have privately commended the objects of the Petition, as pointing to the only possible solution of a very grave situation. It should be well understood that the Chinese have not as a body been asked to sign the Petition; many have come forward and done so, but their signatures were not, as far as we know, solicited. It was believed that the prayer of the petitioners would be successful without the signatures of the Chinese; and it may be mentioned that the few Europeans who have not been able to sign the Petition, have expressed keen sympathy with its objects. The signature sheets will most likely be collected to-morrow, so any residents who have not yet signed and who desire to do so should sign to-day.

Fire destroyed a contractor's "mashed at Wongneicheung on Friday night, the damage amounting to \$50. The Fire Brigade was in attendance, and prevented the outbreak from spreading.

The agent of the Canadian Pacific Railway Co.'s Royal Mail Steamship Line informed us on Saturday that he was just in receipt of the following cable:—The C. P. R. Co.'s Royal Mail steamer *Empress of China* from Hongkong, which was detained in quarantine at Nagasaki, arrived at Vancouver at 4 a.m. on Thursday the 4th inst., all well—having made the run across from Yokohama in 10½ days.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during June are thus certified, by the managers of the respective banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	2,863,405	1,600,000
Hongkong and Shanghai Banking Corporation.	7,903,367	5,000,000
National Bank of China, Limited.	442,272	150,000
Total.	\$11,156,134	6,750,000

News has been received from Tsingkiangp'u, on the Grand Canal, says the N.C. *Daily News*, to the effect that the "Great Sword" Society—the parent of the Boxer movement—is getting more and more powerful and is daily gaining recruits and adherents from not only the "Rescue Armies" of the various Central and Southern provinces passing through Tsingkiangp'u on their way home to be disbanded, but also from the inhabitants of North Kiangsu, who are suffering from drought and famine. Tsingkiangp'u is said to be one of the principal "centres" of the Society, whilst returning soldiers "from the war" are eagerly welcomed by the Society chiefs on account of the modern arms and ammunition they carry.

The N.C. *Daily News* reports that the crew of the steamer *Cores de Vries*, commanded by Captain Rea, met with some rather exciting adventures on a recent voyage up the river to Hankow. Suspicion being aroused, preparations were made to meet probable surprises, when one of the engineers saw some men, who had shipped aboard as passengers, trying to secure a box of money, he gave the alarm and a free fight ensued between him and the ruffians. He defended himself for some time with a knife, and then received assistance from the rest of the crew, who were aroused by the noise. The men were eventually overcome, but most of them succeeded in escaping from the ship, and later on the leader of the gang slipped the handcuffs which had been placed on his wrists and jumped overboard, swimming safely ashore. The captured men, two of whom are old offenders, were placed in the Hankow municipal goal.

The oldest foreign resident in Shanghai, Mr. P. H. Parcell, who has resided there for fifty-six years, is going home to Ireland.

Constabularies, according to a recent decision of the Admiralty, are to be trained to work wireless telegraphic instruments at the various signalling stations fitted up with Marconi's apparatus.

The N.C. *Daily News* of the 2nd inst. announces:—By the arrangements which we have now made with Reuter's Telegram Co., a fuller service will be sent to Shanghai, and it will be given to all four of the English daily papers here equally.

A large and very ancient tomb has been discovered in Shanghai, with pictures on the walls, and iron entrance gates, but Chinese feeling prevents any investigation being made into it, and Yuan Shikai has merely closed it up and put a stone tablet marked "Ancient Tomb" on it.

The French naval authorities, according to a *Daily Mail* correspondent, are very well pleased with the experiments made with the new submarine boat *Narval*, which has been to St. Malo and back in a strong westerly wind and a high sea. It is said that the submarine boat, escorted by several torpedo boats on the surface, is about to make a long trip in mid-Channel, and to endeavour to go as far as the limit of English waters.

A former petty officer of the Italian cruiser *Uffero Piam*, named Meino, who had recently been reduced to the ranks for misconduct, deserted his ship at Shanghai, and a warrant was issued for his arrest. On the 1st inst. an attempt was made to take him in Nanjing Road, Shanghai, when he cut his throat with a razor. With assistance, however, he was removed to hospital, and hopes are held of his recovery.

A Dalziel telegram of the 2nd ult. from Paris says that the official French version of the recent affray between French soldiers and sailors and British sailors at Nagasaki has come to hand to-day. According to this account the British tars were the aggressors, and thrashed a number of the French artillerymen with sticks, injuring them very severely. This was in the morning. In the course of the evening the English resumed their insulting behaviour, and at last, losing all patience, the French threw themselves upon the tars. Sanginary encounters ensued. Three of the British lost their lives, while the French had several men wounded.

The *Mercure* of the 1st inst. says:—Captain Toulmann, who has been an inmate of the American Consular Gaol for the past couple of years, having been sentenced, it will be remembered, to life imprisonment for having shot a Chinaman on a river steamer of which Captain Toulmann had command, near Canton, died at the General Hospital yesterday of an affection of the liver. Deceased's incarceration, thanks to the kindness of Mr. John Goodnow, Consul-General, had been rendered as little irksome as possible. He was employed chiefly as a writer, and had made himself a favourite with all who had any business to transact with him.

A Dalziel telegram of the 2nd ult. from Cherbourg says that new heavy guns of the latest pattern have now been mounted there, and tested successfully. The new weapons have an effective range of over ten miles. The strictest measures have been ordered to prevent people from approaching these and other defensive works. All the arsenal permits have been called in, and new ones will be issued, it being feared that a number of the old passes have fallen into the hands of foreign agents. The secret police force has been reorganised, and has been warned to keep a vigilant look-out for suspected persons.

The remains of the murdered German Minister Freiherr von Ketteler received the last honours before being sent home on the 15th ult. at Peking. The ceremony which took place in the garden of the German Legation was very impressive. The diplomatic representative of the different nations in Peking, and the Military officers of the various troops stationed there were present. China was represented by Prince Chun, brother of the Emperor, and the Chinese peace commissioners, Prince Ching and Li Hung-chang, as well as by several other high officials. The procession to the railway station was witnessed by thousands of Chinese, who crowded the line of march. German infantry and cavalry acted as guards of honour on the way, and a contingent of American troops performed that duty at the railway station. It is rumoured that a monument in honour of the martyred minister and mariner is to be erected on the spot where his body had rested until its removal home—in addition to the Chinese expository memorial.

The death return for the month of May shows that there died during that period 47 of the European and foreign community (42 from the civil population, 3 from the Army, and 2 from the Navy) and 963 of the Chinese community. Chest affections claimed 167 victims, and fever 622, of whom 557 died of plague and 62 of malaria. Of the plague deaths 19 were in the European and foreign civil community, while among the Chinese, 78 died of this disease in No. 2 division of Victoria, 75 in No. 4, 61 in No. 9, and 34 in Kowloon. The principal percentages in the different registration districts were:—British and foreign civil population 54 per 1,000 per annum; Chinese community, Victoria, land 50, harbour 30.8; Chinese, whole Colony, land 44.9, boat 25.7, land and boat 25.7; whole civil community, 42.7. It may be noted that the boat populations of Shaikwan, Aberdeen, and Stanley, estimated at 1,900, 5,310, and 790 respectively, had much lower averages:—Shaikwan 19.2 per 1,000 per annum, Aberdeen 11.2 Stanley nil.

In the interval between his two concerts at the Gordon Hall, Tientsin, on the 19th and 20th ult., Mr. Alec Marsh went on to Peking and greatly delighted a very good audience.

Elaborate preparations are being made aboard the huge Russian icebreaker *Ermaek*, now lying in the Tyne, for her forthcoming voyage to the Arctic regions in search of the North Pole. The *Ermaek* will load 4,000 tons of bunkers, and provisioning will be made so that in case of detention the vessel can remain in the Arctic seas for twelve months. Admiral Makaroff and a scientific party will join the *Ermaek* at Tromsø.

The Marconi system of wireless telegraphy was on use on the Cunard line *Lucania* on her last voyage to New York. Should the system prove as successful on the *Lucania* as elsewhere, the Cunard Company will probably install it on other ships of their fleet. It is already in use on ships of the North German Lloyd and the Beaver Lines. Receiving stations are already established on the British and the American coasts. This has been done by the Marconi International Marine Communication Company, Limited. Arrangements are being made by the Communication Company to establish their stations in all parts of the world on the routes of the important steamship lines.

A New York telegram of the 2nd ult. to the *Daily Mail* says:—Richard Bidwell, the writer and lecturer, lost his life yesterday afternoon by leaping from the central span of Brooklyn Bridge. Bidwell recently wrote a book entitled *The Reign of Mind*. He believed that mind was superior to matter, and that a man could perform any feat if only he had enough confidence in himself. He leaped from the bridge to test his theory. Before doing so he swallowed himself in towels and old newspapers, put on a lifebelt, and carried an American flag in each hand. Only a few people saw him leap from the bridge. He struck the water 135 feet below with awful force and disappeared. The body was picked up an hour later.

A controversy has arisen in Yokohama on the subject of the doctrinal views and practices of the Rev. Aubrey L. Sharpe who has been acting as incumbent of Christ Church since the former occupant of the post left, and who is now suggested as permanent pastor. A correspondent signing himself "Respecto Plurim" sent a letter to all the Yokohama papers stating that Mr. Sharpe "declares himself to be in favour of a ritual confession, the changing of vestments during Communion, the use of lighted candles on the Communion Table, and fasting," and has announced his determination to refuse Communion to all persons who either have not been confirmed, or refuse to be so. Considerable correspondence has ensued in the Yokohama press. No Yokohama Kunist has appeared on the scene as yet, but some of the letter-writers appear to have the same cast of mind.

THE PLAGUE.

During the 24 hours ending the noon on Saturday there were reported 3 fresh cases and 4 deaths (all Chinese).

The latest report concerning the condition of the European patients still at Kennedytown Hospital is that they are all making good progress.

Mr. A. J. May, Acting Headmaster of Queen's College, asks us to correct the statement that the Portuguese boy, T. Thomas, was taken to the Government Civil Hospital from Queen's College. Thomas, Mr. May adds, has not been to the College since August last. We gladly contradict the statement, but must point out that we did not make it on our own authority, but were so informed at the Sanitary Board office.

CORRESPONDENCE.

(We do not hold ourselves responsible for the opinions expressed by our correspondents.)

THE SANITARY BOARD.

TO THE EDITOR OF THE "DAILY PRESS."

6th July.

SIR,—I have read with much interest your various leading articles in favour of Sanitary reforms in this colony, and trust they will have effect in due season. One of these reforms must be a new Sanitary Board. The present Sub-Governmental Department has more arbitrary power than it knows how to use properly, in S.B. Form No. 4 and in other ways. We have no objection to confer on a proper Sanitary Board all the arbitrary power that may be required, but that power must be exercised through representatives of the community and not through nominees of Government as at present, who are a law unto themselves. We would sweep away the whole army of inspectors, who have neither the power nor the technical knowledge requisite, and appoint a trained Sanitary Surveyor, and an assistant if necessary, to every Sanitary district in the colony, men whose professional standing would ensure respect for their dictum, and who would co-operate in an intelligent manner with residents desirous of promoting true sanitation, and consign to oblivion the present unsatisfactory, red-tape, nonsensical system which is beneath the contempt of even the Chinese and holds back the co-operation of the community, who will never become moral sanitarians by ordinance piled on ordinance and summonses to the police court for trivial sanitary offences, which do not even touch the fringe of the great questions at issue, the greatest of which is the present system of drainage, which by general consent is quite unadapted to the requirements of the colony and is not under the control of the Sanitary authorities. I may say that my experience of the colony is a lengthened one, and takes in the life of the present Sanitary Board and its various phases, practical and comical.—Yours, etc.

NON NOBIS SOLUM SED OMNIBUS.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

* SHANGHAI, 5th July, 7.39 p.m.

NEW CHINESE MINISTER TO JAPAN.

Tsai, who lately held the post of Taotai at Shanghai, has been appointed Chinese Minister to Japan.

* Delayed in transmission.

SHANGHAI, 7th July, 7.50 p.m.

THE COURT'S MOVEMENTS.

A secret Hsinanfu despatch states that the Imperial Court will not go beyond Kaifeng-fu this year.

FRENCH TROOPS TO BE RETAINED NORTH.

The French have notified the Chinese peace plenipotentiaries that it is intended to keep French troops as a permanent guard on the Peking-Tientsin railway.

NORTH CHINA STILL DISTURBED.

The Chinese merchants at Newchew have ordered their Shanghai agents to ship nothing for the North, as the country is too disturbed.

THE WAR IN SOUTH AFRICA.

LONDON, 5th July, 10.35 p.m.

KRUGER'S GREAT HOPES.

In a proclamation to the Boers, Mr. Kruger informs them that he has great hopes of a satisfactory end to the War, and advises the continuance of the struggle.

THE COMMANDANTS' DECISION.

A meeting of Boer commandants, including De Wet, Botha, and Delarey, has resolved that no peace shall be made, nor conditions accepted, which end the independence or national existence of the Boers, or which fail to protect the interests of their Colonial friends.

GENERAL NEWS.

LONDON, 5th July, 10.35 p.m.

BRITAIN'S NAVAL PROGRAMME.

Mr. Arnold Forster, Secretary to the Admiralty, stated in the House of Commons that the new Naval programme includes three battleships of 16,000 tons each and with a speed of 18.5 knots, six armoured cruisers of the *Monmouth* class and with a speed of 23 knots, and ten improved torpedo-boat destroyers of the 30 knots type.

[The *Monmouth* class of cruiser are of 9,500 tons displacement and 22,000 h.p. Their side armour is 4 in. thick. They are armed with fourteen 6 in. breech-loaders and 13 small quick-firing guns. They can carry 800 tons of coal in their bunkers, and have Belleville boilers.]

REUTER'S SERVICE.

LONDON, 4th July.

THE FRENCH NAVAL MANOEUVRES.

In the French naval manoeuvres the success of the submarine boats has been most striking. They approached the squadron unobserved, passed the entire line, torpedoed the ironclads, and escaped unobserved and unscathed.

THE YUNNAN RAILWAY SCHEME.

The French Senate has agreed to the Yunnan Railway scheme.

LONDON, 3rd July.

STEAMSHIP SUBSIDIES.

The British Consul at Nagasaki, testifying before the Steamship Subsidies Commission, urged that a subsidy be granted for a British service to Japan, which he said offered a splendid national investment.

LONDON, 4th July.

THE PRINCESS OF WALES'S STAKES.

The result of the race for the Princess of Wales's Stakes is as follows:—
Lord Rosebery's *Epsom Lad* ... 1
His Majesty's *Diamond Jubilee* ... 2
Lord Cadogan's *Sidus* ... 3

COMMERCIAL CRISIS IN GERMANY.

There is a commercial crisis in Germany following the failure of the Leipziger Bank.

THE WAR IN SOUTH AFRICA.

Sir Michael Hicks-Beach, replying to questions concerning the probable date of the

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Navy Tailors and Court, 16, Queen's Road,
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Hongkong, 17th May, 1895. [271]

NOTICE OF REMOVAL.

WE have This Day Temporarily Moved
our Office from No. 4, Queen's Road
Central to No. 1, DUNDRELL STREET,
underneath Messrs. WENDT & CO.
T. M. STEVENS & CO.
Hongkong, 1st July, 1901. [1658]

OUR PARIS LETTER.

Paris, 8th June.
The case of sequestration of Mlle. Monier,
at Poitiers, by her brother, an ex-Prefect,
and her mother, is creating a national sensation.
The daughter, Blanche, was discovered locked
up in a room in the mansion, deprived of light
and proper ventilation. She was left without
clothing, so was naked; her room never was
cleaned, so was a mass of accumulated filth,
in which her food was thrown to her. Her bed
was a heap of worms; she was truly a skeleton;
her hair was matted with dirt, her nails like
the claws of a bird. She could hardly speak,
and the long incarceration made light painful
for her. This situation was discovered by a
sudden visit of the police from an anonymous
letter. The poor creature was at once conveyed
to the hospital, where the doctors hope to
restore her to reason, and to life.

The Monier family are very wealthy; it
consists now of only the mother, son, and his
martyrised sister, who was supposed to be a
lunatic. No doctor visited her for three
years. The shutters of her window were
jammed outside; they were also strengthened
with iron bars. No one looked after the
supposed lunatic lady, except the servants, to
allow their friends or visitors to have a peep.
She detested her mother, who closely guarded
her, the mother had a heart of stone and was
a miser to the marrow. The victim is now
aged 40, and twenty years ago the mother
opposed her marriage with an attorney. Both
mother and son are undergoing preventive
arrest. The son says he had no time to look
after his sister, his official duties and social
receptions occupied all his time. But, was the
motives of the inhuman mother; she son
wanted to inherit all the wealth, for this end
it was necessary to hurry his sister's death—
as by chance she might escape and recover, and
claim her property. The mother died, the
money became his as a matter of right. The
populace want to lynch both mother and son.

French barometers are addressed "Maitre."
The French, even the hot-headed Anti-Dreyfus
fascists to a certain degree, are gratified that
their famous countryman, Maitre Labori, has
been entertained by the English Bar, and
associated with so many happy sayings about
their country. He was the honored guest of the
Hardwick Society, and had an excellent occasion
to meet the Lord Chancellor and judges, as
well as the members of the legal profession, all
of whom delighted to do him honour. Labori
is a very modest, retiring man, seeking no
popular applause. His short speech was to the
point, and he showed he felt the compliment paid
him. His wife, an English lady, was in the
Ladies' Gallery, with Lady Dill, and the
rejoice, and she also treated to a round of cheers
on leaving with her husband, Sarah Bernhardt,
who is now staying in London, in a fanatical
admirer of M. Labori, and has placed a free box
at the disposal of himself and friends during
his London visit. Labori has the habit of
keeping his hand to his side when speaking; he
had acquired that peculiarity since his lungs
were perforated by the assassin's bullet at Ren-
nes. That accident does not affect his in-
exhaustible flow of wit and gaiety.

Another recall of the Dreyfus affair was the
occasion of the marriage of General Boiselle's
daughter—he was one of the leading prosecutors
and conspirators of the martyr of the Devil's
Isle. The invited from the army, made it a
point to numerously assist at the wedding, in
full uniform. The Minister of War ordered
that they were all free to wear muffs, but not
their regimentals for that occasion. The general
and his party are very sore at the well-deserved
snub.

The President of the Municipal Council of
Paris and a few colleagues were delegated
to examine into the plan of working of the
museums at London, to see if anything
new could be discovered to apply for the
direction of their Little Palace in the Champs
Elysees. The delegation, while paying the
highest compliment to the London system of
management, do not consider there are
many ideas to imitate. Not so in the matter
of technical or professional schools, which they
regard as model institutions, and well supported
by manufacturers and private individuals, who
do not so much as educate pupils, as impart
finishing knowledge to real artisans. It is not
state endowments, but private initiation that
secures the success; but the French will be loth
to sever their dependence with the state mack
cow.

Comte de Lur Saluces is a noted royalist. In
fanciful times his ancestors were thorn in the
flesh to the reigning dynasties. Their descendant
is equally troublesome to the Republic.
The Comte was cited before the High Court of
Justice, which recently sat, to try the coalition
of the Orleansists and the followers of Droulede
for trying to put spokes in the constitution.
Some were condemned, but the Comte preferred
non-appearance. That did not prevent him
from being out-lawed and all his property being
confiscated till he was tried. About a fortnight
ago he re-entered France, made no effort to
conceal his presence, and in a word defied to
be arrested. He concluded the High Court
would not be convoked to statute on his case.
He only forgot that prime minister, Waldeck-
Rousseau, does not permit outlaws to brave
Justice, so the Court will be tried. As he is certain
to be found guilty—also why did he bolt—he will
be condemned to pay all the expenses of establish-
ing the High Court, and the government having
possession of his property will recoup the cost
of his playfulness. The political antagonists
of the Premier have a healthy estimate of his
courage and resolution, he has saved the
Republic by the exercise of such qualities; he
has not been afraid to be just, and to pilot the
state ship when in extremity into placid waters.
He has tamed the religious orders, and is now
determined to initiate the taxpayer into the
mysteries of an income tax. As the Arabs say,
"May he live a thousand years!"

M. Sauveuil, President of the Court of Appeals,
cannot be over-congratulated for dealing with
a great abuse, that was degenerating into an
institution. The term "Crime passionnel" has
hitherto been applied to deeds of killing and
slaying, when instigated by angry passion,
jealousy, or vindictiveness; as for instance
lovers, or conjugal quarrels, that terminate
in death; in fact taking the law into your
own hands. The jury refused to convict an
accused, after counsel played upon their emo-
tions and sentiments—the result was, killing
no murder. M. Sauveuil announces that kind
of justification must cease; and the delinquent
who kills must be judged a murderer. To allow
the accused to receive the benefit of extenuating
circumstances is one thing, to acquit him is
another.

Opinion is agreed that the only good work
the allies have accomplished in China is—to
leave it. Their presence has only lowered the
prestige of civilisation—if their conduct in so
many cases of looting and outraging can be
designated civilised. Thus John Chinaman
will be left to run the machinery of his vast
empire himself. He undertakes to pay the war
indemnity, but that must not be on the lack of
British Commerce. After all the diplomacy of
the Son of Heaven has won—play the allies
against each other. The concert has failed.

An absent-minded beggar has just paid the
penalty of his capriciousness. He resided at Paris,
and buried his gold, silver, and jewellery, it is
supposed, in his garden. Haunted by the fear
of robbers, his mind gave way; he forgot where
he had buried his treasure. In despair he dug
a grave in his garden, stood on the brink, blew
off the half of his skull with a shot-gun, and
fell into the pit he dug. Next day four persons
with digging rods, arrived from Paris, till the
police ordered away the prospectors.

At Nimes, bull fights are more sanguinary
than in Spain. That very popular Protestant
city has its bull-bait every Sunday; the
multitudes that attend boast their paying
presence supports the local charities. In the
name of the Prophet, Flgs! Last Sunday the
bulls proved themselves a match for their
tormentors; an unhoped-for picaresque was tossed
from the arena back over the heads of specta-
tors, while a spectator in climbing into a stall to
escape, was horned in the neck and mouth and
had his tongue torn out. In the meantime a
spectator had fallen into the ring; the bull paid
him due attention by tossing him up as if a
feather.

While the Paris and Bordeaux Express was
rumpling through the Carbon Blue—droll
name—long tunnel, a French young lady,
mistaking the carriage door, for that of the re-
staurant department, wishing to join her father,
fell out on the line. Her father and a doctor at
once gave the alarm; a search was made, and
the lady was found in a faint close to the side
of a tunnel. But it is a sad wind that blows
nobody good; it led to the father withdrawing
his opposition to the marriage of his daughter.

The ex-queen of Madagascar is on her trial,
as visitor to Paris. Ravalomanana conducts herself
as quietly as a sleeping dove; she shops a good
deal, her orders are all booked, only the majority
of the goods are not delivered—she is assured
they will be forwarded to her winter address—in
Algeria. She has escaped the Kodak lens that
she regarded as her deadliest foe. She is less
attached to her large-shaped hat—the Madaga-
scar Gainsborough. The Minister of the
Colonies appears to be her favorite chaplain.
Only one lady in waiting of her limited
entourage accompanies her on her outings.
The government intends increasing her annuity
by 20,000 fr.

It is said that the coolest spot in Paris, on a
day when the thermometer threatens to run into
the nineties, is to take a few rides in the under-
ground railway. It is a very popular amusement.
The line transports 135,000 voyagers daily, and
since last July has carried a total equal to the
entire population of France. Two more trunk
lines will shortly be completed, and then buses
will have no raison d'être. Bus conductors
are taking their precautions by booking as
applicants on the new underground electric
lines for employment. The motor cars aiding,
horse-vehicles will soon become a superfluity.

Madame Marie Laurent is 76 years of age,
and still keeps the boards, where she has figured
since 63 years. She has known and mixed
with all the great artists, and dramatists and
took leading roles in the representation of their
works. Her first appearance was, when a girl
of 13, she was engaged in a menagerie to dis-
play serpents, one of which that coiled lovingly
round her neck, she said was her "boa." She
was married twice, had a large family by her
first husband—one of her sons being a distin-
guished editor. Her second husband died mad.
He too was an actor. Since 40 years Madame
Laurent has been associated with two good works;
one being to encourage artists when young
to subscribe to a benefit society to secure them
a pension in their old age, and the other found-
ing an orphanage for the profession. She
works for these two societies still like a galley
slave. During the 1870 war, she made an am-
bulance of the Porte St. Martin theatre, and
every evening read, recited, or told stories to
the convalescent soldiers. If any patient hesi-
tated to take her medicine, she shamed him into
doing so, by the reproach that a French soldier
feared a potion more than a Prussian bullet.
She was decorated with the Legion of Honour
in 1888, not for her talent as an actress, but
for her services to the wounded 18 years before!
Even Sarah Bernhardt cannot get that
decoration.

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TELEGRAMS: "CARMICHAEL," HONGKONG.
A B C Code, 4th Edition.
A I Code.
Lieber's Standard Code.
TELEPHONE 232.
Hongkong, 21st June, 1901. [1554]

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[1511]

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Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which
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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"BENGAL".
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out. Mark by Mack and delivery can be obtained as soon as the goods are landed.
This vessel brings on Cargo:—
From London, &c., ex s.s. *Britannic*.
From Persian Gulf, ex s.s. *B.I.S.N.* and *B. & P.S.N.* Co.'s steamers.
Optional goods will be landed here unless instructions are given to the contrary before 5 p.m., TO-DAY.
Goods not cleared by the 11th instant, at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 4th July, 1901. [11]

INDRA LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "PURITAN".
Consignees of Cargo Ex s.s. *Puritan* from New York are hereby notified that their Cargo transhipped at Singapore into the s.s. *Acilia* has now arrived and is being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon.
Consignees are requested to immediately send in to the undersigned original Bills of Lading, in exchange for which they will receive local Bills of Lading on which delivery can be obtained.
JARDINE, MATHESON & CO.
Agents.
Hongkong, 3rd July, 1901. [1677]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer
"DEUCALION".

are hereby notified that the Cargo is being discharged into Cnft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Cnft or Godown on and after the 3rd instant.
Optional Cargo will be landed unless notice has been given prior to steamer's arrival.
Goods undelivered after the 8th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 9th instant.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st July, 1901. [15]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ACILIA".
Captain von Dühren, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignment by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

Any Cargo impeding ber discharge will be loaded into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 1st July, 1901. [1636]

STEAMSHIP "ANSAM"

COMPAGNIE DES MESSEAGERIES MARITIMES.

CONSIGNEES of Cargo from London, ex s.s. *Bagdad*, and Bordeaux, ex s.s. *Ville d'Arras*, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after WEDNESDAY, the 10th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th inst., or they will not be recognised. All damaged packages will be examined, on WEDNESDAY, the 10th inst., at 3 p.m.

No Fire Insurance has been effected.

P. DE CHAMPORIN, Acting Agent.

Hongkong, 3rd July, 1901. [9]

TO OWNERS OF HORSES AND CATTLE.

THE undersigned Importer of BARLEY and BEAN will be pleased to undertake Orders.

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No. 3, Queen's Buildings.

Hongkong, 6th July, 1901. [1708]

IMPERIAL BANK OF CHINA.

NOTICE.

WHEREAS certain Deposit Receipts issued by the IMPERIAL BANK OF CHINA, in Peking and Tientsin, are alleged by the holders to have been LOST, the Public are warned against negotiating or dealing with any such Deposit Receipts, as the Bank will recognise only the actual Depositors.
For the IMPERIAL BANK OF CHINA,
A. W. MATLAND,
Acting Chief Manager.
Hongkong, 30th May, 1901. [1378]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong K, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	GLANESK	Brit. str.	—	J. Rafferty	McGregor Bros. & Gow	On 11th inst.
LONDON	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
LONDON, &c., via PORTS OF CALL	SUNDA	Brit. str.	2 m	E. R. Dowell, R.N.R.	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON	ALCINOUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	DEUCALION	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th August.
LONDON	PEREUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th August.
LONDON	STENTOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd September.
LIVERPOOL DIRECT	GLAUCUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
LIVERPOOL DIRECT	PATROCLOS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th August.
LIVERPOOL DIRECT	KLAUSCHOU	Ger. str.	—	P. Lunenschloss	MELCHERS & CO.	On 11th inst., at Noon.
BRISBANE, LONDON & ANTWERP, &c.	WAKASA MARU	Jap. str.	—	J. H. McMillan	NIPPON YUSEN KAISHA	On 12th inst., at Daylight.
MARSEILLES & LONDON	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 22nd inst.
MARSEILLES, &c., via PORTS OF CALL	SALAZIE	Frean. str.	—	—	—	On 15th inst., at 1 P.M.
HAYRE & HAMBURG	SAMBIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 18th inst.
HAYRE & HAMBURG	WUEZZBURG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 20th inst.
HAYRE & HAMBURG	ACILIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 2nd September.
HAYRE & HAMBURG	ALEXANDRIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 10th September.
HAYRE & HAMBURG	SIBIRIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 21st September.
HAYRE & HAMBURG	ANDALUSIA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 10th inst.
NEW YORK via SUEZ CANAL	INDRANI	Brit. str.	—	—	DODWELL & CO. LIMITED	On or about 1st August.
NEW YORK via PORTS & SUEZ CANAL	ARARA	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 1st August.
NEW YORK via SUEZ CANAL	L. SCHEFF	Amr. ship	—	—	CARLOWITZ & CO.	Quick despatch.
NEW YORK	I. F. CHAPMAN	Amr. ship	—	—	ARNOLD, KALBERG & CO.	Quick despatch.
TRIESTE, &c., via PORTS OF CALL	MARIA VALERIE	Amr. str.	—	—	SANDER, WILBER & CO.	On 17th inst., P.M.
VANCOUVER, &c., via PORTS OF CALL	TARTAR	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 17th inst.
VANCOUVER, &c., via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 17th inst.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	QUEEN ADELAIDE	Brit. str.	—	—	F. McNair	On 17th inst.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	MOJI KOBE & YOKOHAMA	Brit. str.	—	—	M. J. Currow	On 17th inst.
VICTORIA (B.C.) & SEATTLE	KAIOW	Brit. str.	—	—	G. A. Rodway	On 17th inst.
PORTLAND (OR.)	INDRAPURA	Jap. str.	—	—	—	On 17th inst.
SAN FRANCISCO via AMOY, SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	—	—	On 17th inst.
SAN FRANCISCO via AMOY, SHANGHAI, &c.	CITY OF PEKING	Brit. str.	—	—	—	On 17th inst.
AUSTRALIAN PORTS	INDRANI	Brit. str.	—	—	—	On 17th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	—	—	On 17th inst.
AUSTRALIAN PORTS	BINGO MARU	Jap. str.	—	—	—	On 17th inst.
KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	—	—	On 17th inst.
NAKASAKI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	—	—	On 17th inst.
MOJI, KOBE & YOKOHAMA	KWEIYANG	Brit. str.	—	—	—	On 17th inst.
TIENTSIN	BANCA	Brit. str.	—	—	—	On 17th inst.
SHANGHAI & JAPAN	COROMANDEL	Brit. str.	—	—	—	On 17th inst.
SHANGHAI, NAGASAKI, HIGO & YOKOHAMA	STUTTGART	Ger. str.	—	—	—	On 17th inst.
SHANGHAI & SHANGHAI	WOHNSU	Brit. str.	—	—	—	On 17th inst.
ANPING, via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	—	—	—	On 17th inst.
FOOCHOW via SWATOW & AMOY	ANPING MARU	Jap. str.	—	—	—	On 17th inst.
TAMUI via SWATOW & AMOY	DAIJI MARU	Jap. str.	—	—	—	On 17th inst.
MANILA DIRECT	PERLA	Brit. str.	—	—	—	On 17th inst.
MANILA	KASHING	Brit. str.	—	—	—	On 17th inst.
MANILA	LOUNGSANU	Brit. str.	—	—	—	On 17th inst.
BOMBAY, via SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	—	—	—	On 17th inst.

SHIPPING.

ARRIVALS.

July 4, SUMATRA, British transport, 2,976, G. H. C. Westow, R.N.R., Calcutta 25th July. — GOVERNMENT.

July 5, KATOW, British str., 2,529, G. A. Rodway, Glasgow via Singapore 10th June, General. — JARDINE, MATHESON & CO.

July 6, CITY OF PEKING, American str., 3,128, J. T. Smith, San Francisco 6th June and Shanghai 3rd July, Mails and General. — P. M. S. S. Co.

July 6, SUNDRIANO, British str., 1,021, S. W. Moore, Manila 3rd July, Ballast. — BUTTERFIELD & SWIRE.

July 6, UGANDA, British transport, 5,336, Black, Calcutta 23rd June. — GOVERNMENT.

July 6, INDAPURA, British steamer, 3,151, A. E. Hollingsworth, Moji (Japan) 1st July, General. — SHEWAN, TOMES & CO.

July 6, OLYMPIA, American str., 1,937, John Truebridge, Tacoma via Japan 6th June, General. — DODWELL & CO., LTD.

July 6, MONGKUT, German str., 859, Göttsche, Bangkok 30th June, Rice and Tunkwood. — BUTTERFIELD & SWIRE.

July 6, ELBA, German str., 1,702, Schonwandt, Canton 6th July, General. — JENSEN & CO.

July 6, HEIKER HO, British str., 1,082, Crawford, Canton 6th July, General. — JENSEN & CO.

July 7, KWEIYANG, British str., 1,062, Outerbridge, Canton 7th June, General. — BUTTERFIELD & SWIRE.

July 7, ELANOR, German str., 1,297, Eichbush, Moji 2nd July, Coal. — SIEMSEN & CO.

July 7, GLENLOGAN, British str., 5,741, McGregor, Singapore 1st July, General. — MCGREGOR BROS. & GOW.

July 7, IDZUMI MARU, Jap. str., 2,301, M. J. Currow, Shanghai 3rd July, General. — NIPPON YUSEN KAISHA.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
6th July.

Fushun, British str., for Shanghai.
Yuenang, British str., for Manila.
Taiwan, British str., for Brisbane.
Elsa, German str., for Hongkong.
Clava, German str., for Hoihow.
Hongkong, French str., for Haiphong.
Toonan, American str., for Haiphong.
Daijin Maru, Japanese str., for Swatow.

DEPARTURES.

6th July.

CHUAN, British str., for Europe.
P. C. KLAU, British str., for Swatow.
KWEILIN, British str., for Foochow.
HONG BEE, British str., for Amoy.
SABINE RICKERS, British str., for Swatow.
HAILONG, British str., for Haiphong.
MICHAEL JENSEN, German str., for Haiphong.
WONGKAI, German str., for Pakhoi.
HOHAI, French str., for Hoihow.
FUSHUN, British str., for Shanghai.
TAIYUAN, British str., for Australia.
YUENANG, British str., for Manila.
ELSA, German str., for Hongkong.

VESSELS IN DOCK.

5th July.

ABERDEEN DOCKS.—
Kowloon Dock.—Union, Iris, Hailan, Arethusa, Kohetichang, Taku, Devonshire, Nanshan.
Cosmopolitan Dock.—Colonies, München, Simoon.

SHIPPING REPORTS.

The German steamer *Mongkut*, from Bangkok 30th June, had moderate S.W. monsoon throughout.

The American steamer *Olympia*, from Tacoma 6th June, had fine weather generally, fresh N.E. winds from Shanghai.

The British steamer *Glenlogan*, from Singapore 1st July, had S.W. to S.E. and S. winds, fine weather, smooth sea, sky overcast and dull at times, with passing squalls.

The British steamer *Kaiow*, from Glasgow via Singapore 19th June, had light wind gradually freshened to a fresh gale with heavy rain

from N.W. and rough sea after leaving Hongkong. After passing Cape Padaran, fine, light weather and heavy cloudy sky.

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"PERLA."

Captain G. T. Blackland, will be despatched as above TO-MORROW, the 9th inst., at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 5th July, 1901. [1703]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU."

Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 10th July.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 1st July, 1901. [18]

THE UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"INDRANI"

will be despatched for the above port on or about 10th July, 1901.

For Freight, apply to

JARDINE, MATHESON & CO., Agents.
Hongkong, 14th June, 1901. [1273]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART"

OF THE NORDDEUTSCHER LLOYD, Captain P. Groesch, due here with the outward German Mail about the 10th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.
Hongkong, 6th July, 1901. [9]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"INDRAPURA"

will be despatched for Portland (Or.) on or about the 12th July.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent,

SHEWAN, TOMES & CO.,
Hongkong, 22nd July, 1901. [1502]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

IDZUMI MARU ... VICTORIA, B.C. and SEATTLE ... MONDAY, 8th July, at 4 P.M.

WAKASA MARU ... MOJI, KOBE and YOKOHAMA ... FRIDAY, 12th July, at DAYLIGHT.

HIROSHIMA MARU ... MOJI, KOBE and YOKOHAMA ... TUESDAY, 16th July, at NOON.

BINGO MARU ... KOBE and YOKOHAMA ... FRIDAY, 19th July, at DAYLIGHT.

KAGOSHIMA MARU ... BOMBAY, via SINGAPORE and COLOMBO ... FRIDAY, 19th July, at NOON.

KASUGA MARU ... NAGASAKI, KOBE and YOKOHAMA ... FRIDAY, 19th July, at NOON.

YAWATA MARU ... SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... FRIDAY, 26th July, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

Hongkong, 1st July, 1901. A. S. MIHARA, Manager. [13]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR MARSEILLES and JAVA ... TO SAIL ON ... REMARKS.

LONDON ... G. W. Gordon, R.N.R. ... About 12th July ... Freight or Passage.

SHANGHAI and BANCA ... G. W. Babot ... About 18th July ... Freight.

SHANGHAI ... COROMANDEL ... About 19th July ... Freight or Passage.

LONDON, &c. ... SUNDA ... E. R. Dowell, R.N.R. ... Noon, 20th July ... See Special Advertisement.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.
Hongkong, 5th July, 1901. [1]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SAMBIA ... HAYRE, BREMEN & HAMBURG ... On 18th July. Freight.

WUEZZBURG ... HAYRE & HAMBURG ... On 20th July. Freight.

ACILIA ... HAYRE & HAMBURG ... On 9th Aug. Freight.

ALEXANDRIA ... HAYRE & HAMBURG ... On 2nd Sept. Freight.

SIBIRIA ... HAYRE & HAMBURG ... On 10th Sept. Freight and Passage.

ANDALUSIA ... HAYRE & HAMBURG ... On 21st Sept. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.
Hongkong, 6th July, 1901. [1051]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed	Sailings
QUEEN ADELAIDE	2,832	F. McNair	July	8th
OLYMPIA	2,837	J. Truebridge	July	18th
GLENLOGAN	3,750	W. Frakes	July	26th
TACOMA	2,811	J. Allen	August	6th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £52.
Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night.

TACOMA to NEW YORK in 4 days. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA and TACOMA, £35.
The best route to the KLODYKKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYE and ST. MICHAEL.

Rates of Passage to other Points on application.
A special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED.
General Agents.
Hongkong, 5th July, 1901. [11]

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KLAUSCHOU (Hamburg-Amerika Linie) ... THURSDAY ... 11th July.

BAYERN ... THURSDAY ... 25th July.

STUTTGART ... THURSDAY ... 8th August.

KONIG ALBERT ... THURSDAY ... 22nd August.

PRINZESS IRENE ... THURSDAY ... 5th September.

PRINZ HEINRICH ... THURSDAY ... 19th September.

PREUSSEN ... WEDNESDAY ... 2nd October.

HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY ... 16th October.

SACHSEN ... WEDNESDAY ... 30th October.

KLAUSCHOU (Hamburg-Amerika Linie) ... WEDNESDAY ... 27th November.

BAYERN ... WEDNESDAY ... 11th December.

STUTTGART ... WEDNESDAY ... 25th December.

KONIG ALBERT ... WEDNESDAY ... 8th Jan., 1902.

PRINZESS IRENE ... WEDNESDAY ... 22nd Jan., 1902.

PRINZ HEINRICH ... WEDNESDAY ... 5th Feb., 1902.

PREUSSEN ... WEDNESDAY ... 19th Feb., 1902.

HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY ... 5th Mar., 1902.

SACHSEN ... WEDNESDAY ... 19th Mar., 1902.

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VESSELS ON THE BEATH.
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DUE
	STEAMERS	
GLASGOW and LIVERPOOL...	"PATROCLUS".....	On 10th July.
GLASGOW and LIVERPOOL...	"STENTOR".....	On 23rd July.
GLASGOW and LIVERPOOL...	"IDOMENEUS".....	On 7th August.

		HOMEWARDS.	
FOR	STEAMERS		TO SAIL
LONDON	"PROMETHEUS"	On 12th July.	
LONDON	"ALCINOUS"	On 23rd July.	
LONDON	"DEUCALION"	On 6th Aug.	
LONDON	"PELEUS"	On 20th August.	
LONDON	"STENTOR"	On 3rd September.	
LIVERPOOL DIRECT	} "GLAUCUS"	On 18th July.	
(Taking Cargo at London Rates)			
LIVERPOOL DIRECT	"PATROCLUS"	On 15th August.	

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS. O. S. S. Co. [15]

Hongkong, 28th June, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"WOOSUNG"	On 9th July.
MANILA	"KASHING"	On 9th July.
TIENSIN	"KWEIYANG"	On 10th July.
MANILA	"TAIWAN"	On or about 14th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [16]

Hongkong, 5th July, 1901.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

VICTORIA (B.C.) AND SEATTLE
Calling also at Tacoma and carrying Cargo
on through Bills of Lading to New York
and other points of the United States
In conjunction with the
GREAT NORTHERN RAILWAY CO.'S
LINE.

THE Steamship

"KAISOW"
3,923 Tons, Commander C. A. Rodway, is due
here on 6th July, and will have quick despatch.
Consular Invoices must accompany all over-
land shipments.
For Rates of Freight and further Particu-
lars, apply to
JARDINE, MATHESON & CO.,
Agents. [1609]

Hongkong, 27th June, 1901.

TO IMPORTERS FROM THE UNITED
STATES.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED
having established a REGULAR SERVICE
OF STEAMERS FROM SEATTLE (Puget
Sound) to JAPAN, CHINA and the
PHILIPPINES, in conjunction
with the
GREAT NORTHERN RAILWAY LINES
of the United States, are prepared to
contract for the conveyance of Goods from
the Pacific Coast and interior
points of U.S.A. to the Orient.

THE Steamship

"KINTUCK"
Sails from Seattle about the 10th of July;
"CHINGWEE"
Sails from Seattle about the 24th of July;
"HYSON"
Sails from Seattle about the 10th of August;
"KAISOW"
Sails from Seattle about the 24th of August;
and will be followed by the Company's regular
sailings.
For further particulars, apply to
THE CHINA MUTUAL STEAM NAVI-
GATION CO.'S OFFICES, New York;
To the Agents of the Company at Japan,
China, Hongkong, Philippines and Straits;
FRANK WATKINS & CO., General
Western Agents, Seattle; or to
GEO. SUTHERLAND, General Agent for
the East, SHANGHAI.

JARDINE, MATHESON & CO.,
Agents. [1624]
Hongkong, 20th June, 1901.

GLEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Company's Steamship

"GLENESK"
Captain J. Rafferty, will be despatched for
the above ports on the 11th July.
For Freight or Passage, apply to
MCGREGOR, BROS. & GOW,
Agents. [1632]
Hongkong, 18th June, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.FOR FOCHOOW VIA SWATOW AND
AMOY.
THE Company's Steamship

"ANPING MARU"
Captain S. Asumi, will be despatched for the
above ports on WEDNESDAY, the 17th July,
at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents. [19]
Hongkong, 3rd July, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the Natal Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA in connection with INDO-
CHINA STRAIT NAVIGATION CO.'S fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
[Hongkong, 4th August, 1897.]

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GALLIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug. at Noon.
"DORIC"	THURSDAY, 15th Aug. at Noon.
"PERU"	SATURDAY, 31st Aug. at Noon.
"COPTIC"	TUESDAY, 19th Sept. at Noon.

THE P. M. S. S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN
FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA,
YOKOHAMA and HONOLULU on SATURDAY, the 13th July, at Noon, taking Freight for
Japan, the United States and Europe.
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of
44 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials
located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only)
are granted and will apply only to Missionaries, members of the Naval and Military
Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid
full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and
re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months,
will be allowed a reduction of ten per cent. from fare San Francisco or Honolulu, to original
port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the
United States, Canada or Europe, to a port of call in Japan or China and re-embark at such
port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per
cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities of the United States, to a Overland Railway,
to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the
Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold
or over) destined to points beyond San Francisco in the United States, shall be sent to the
Companies Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is
less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Company,
Queen's Building.

Hongkong, 3rd June, 1901.

GEO. ECKLEY,

ACTING AGENT. [3-4]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.STEAM FOR
SINGAPORE, PENANG, COLOMBO,
KARACHI, ADEN, SUZ, PORT
SAID, FUEME AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS,
in SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE
ADRIATIC PORTS)

THE Company's Steamship

"MARIA VALERIE"
Captain Berberovich, will be despatched as
above on WEDNESDAY, the 17th inst. P.M.
Silk and Valuables are transhipped on
arrival at Bombay into an accelerated liner.
For information as to Freight, apply to
SANDER, WIELE & CO.,
Agents. [6]
Hongkong, 1st July, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, CONTINENTAL AND AMERICAN
PORTS.

THE Steamship

"SUNDA,"
Captain E. R. Dowell, E.N.R., carrying His
Majesty's Mails, will be despatched from this
for Bombay, on SATURDAY, the 20th July,
at Noon, taking passengers and cargo for the
above ports.
Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo, for London, &c., will be conveyed via
Bombay with transhipment.
Parcels will be received at this Office until 4
P.M. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.
For further particulars, apply to
H. A. RITCHIE,
Superintendent. [1]
Hongkong, 8th July, 1901.

SHEWAN TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUZ CANAL.

THE Steamship

"ARARA,"
Captain Williamson, will be despatched for the
above port on or about 1st August, 1901.
For Freight, apply to
SHEWAN TOMES & CO.,
Agents. [1203]
Hongkong, 18th June, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.LONDON, HAVRE, BORDEAUX,
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 15th July, 1901, at
1 P.M., the Company's Steamship
"SALAZIE," Captain Girard, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via BOMBAY.
This steamer connects at COLOMBO with
the s.s. *Australien*, which vessel takes on her
Passengers and Mails, leaving that port on the
27th instant direct to Suva, Port Said and
Marseilles.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.
Specie and Parcels until 3 P.M. on the 14th
inst. (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.

P. DE CHAMPMORIN,
Acting Agent. [2]
Hongkong, 4th July, 1901.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"
Captain Holmes, will be despatched for the above
ports on WEDNESDAY, the 24th July,
at 4 P.M.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.
For Freight or Passage, apply to
QUEB, LIVINGSTON & CO.,
Agents. [1638]
Hongkong, 1st July, 1901.

VESSELS ON THE BEETH

FOR NEW YORK.

THE 33 A.L.I. American ship

"I. F. CHAPMAN,"
shortly expected here from KOBE, will load
for the above port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & CO.
Hongkong, 2nd July, 1901. [1667]

FOR NEW YORK.

THE 33 A.I.I. American ship

"I. SCHEPP"
will load for the above port, and will have quick
despatch.
For Freight, apply to
CAILLOWITZ & CO.
Hongkong, 3rd June, 1901. [1444]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews of
the following Vessels during their stay in
Hongkong Harbour:—
MARCEL LAGUNA, Amr. ship, Nichols—
Standard Oil Co.
SEA WITCH, American ship, Howes—Master.

HONGKONG.

STEAMERS.

Bisagno, Italian str., 1,500, Binson, July 5,
Carlowitz & Co.
Burnside, Amr. str., 1,400, Lefflin, April 14,
U.S. Government
City of Peking, Amr. str., 3,123, Smith, July 6,
P. M. S. S. Co.
Declina, German str., 794, Schlicker, July 5,
Guthrie
Devonport, German str., 1,057, Textor, July 2,
Butterfield & Swire
Devonshire, British str., 2,361, Gould, June 17,
Standard Oil Co.
Flandria, German str., 1,257, Eichlbauer, July 7,
Stensen & Co.
Glenhagan, British str., 3,741, Mettreyer, July 7,
McGregor Bros. & Gow
Hailan, French steamer, 377, Morless, June 9,
A. R. Murry
Hipsang, British str., 1,040, Crockett, July 4,
Jardine, Matheson & Co.
Hsieh Ho, British str., 1,082, Crawford, June 30,
Stensen & Co.
Idzumi Maru, Jap. str., 2,301, Carnow, July 7,
Nippon Yusen Kaisha
Indrapura, British str., 3,151, Hollingsworth,
July 6, Shewan, Tomes & Co.
Kaisow, British str., 2,529, Rodway, July 5,
Jardine, Matheson & Co.
Kansu, British steamer, 1,241, Arnold, June 25,
Butterfield & Swire
Kashing, British str., 1,553, Sanderson, July 2,
Butterfield & Swire
Keonung, German str., 1,115, Riegen, June 25,
Melders & Co.
Kolschlag, German str., 1,291, Lous, June 18,
Butterfield & Swire
Kweiyang, British str., 1,062, Outerbridge, July 2,
Butterfield & Swire
Loonung, British str., 1,080, Weigall, July 5,
Jardine, Matheson & Co.
Macedonia, British str., 1,045, Sawyer, July 5,
Jardine, Matheson & Co.
Mausang, British str., 1,043, Welch, June 21,
Jardine, Matheson & Co.
Mongkut, German str., 859, Gotsche, July 6,
Butterfield & Swire
Munich, German str., 1,691, Krebs, May 28,
Melders & Co.
Nanchang, German str., 1,299, Jones, June 27,
Brulley & Co.
Pech, British str., 1,244, Blackland, July 5,
Shewan, Tomes & Co.
Oak Branch, British str., 2,064, Schell, June 12,
Dodwell & Co., Limited
Olympia, Amr. str., 1,730, Truebridge, July 6,
Dodwell & Co., Limited
Queen Adelaide, Brit. str., 1,835, McNeil, June 21,
Dodwell & Co., Limited
San Antonio, Amr. str., 500, Hamilton, July 1,
Order
Sinnagun, Dutch str., 1,818, Sandman, April 18,
Chinese
Sulliger, German str., 782, Jessen, July 1,
Stensen & Co.
Sungking, British str., 1,021, Moore, July 6,
Butterfield & Swire
Talsang, British str., 1,544, Bradley, July 1,
Jardine, Matheson & Co.
Tsunoko Maru, Jap. str., 1,249, Kagami, July 2,
M. H. Kaisha
Woosung, British str., 1,105, Dowson, July 1,
Butterfield & Swire

SAILING VESSELS.

Celest Burrell, British ship, 1,704, Jelfy, May 25, Order
Holliswood, Amr. bark, 1,084, Knight, June 14,
Order
Lo Schep, Amr. ship, 1,673, Kendall, July 5,
Carlowitz & Co.
Manuel Llaguno, Amr. ship, 1,650, Nichols,
June 30, Standard Oil Co.
M. de Villars, French bark, 1,171, Rical, May 31, E. A. Trading Co., Limited
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21,
Master
Sussex, British bark, 1,212, Guthrie, May 17,
Master

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. C. G. F. M. Crauford, at
Taku
Algeria, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Comdr. E. D. Hunt, at Shanghai
Aethusa, cruiser, 4,300 tons, 10 guns, 5,000
h.p., Captain J. Startin, Woosung
Argonaut, battleship, 11,000 tons, 16 guns,
Capt. G. H. Cherry, R.N., at Chinkiang
Astraea, cruiser, 4,300 tons, 10 guns, 2,900 h.p.,
Captain C. J. Baker, at Shanghai
Aurora, cruiser, 5,000 tons, 12 guns, 5,000 h.p.,
Capt. E. H. Bayly, C.B., at Woosung
Barham, battleship, 10,500 tons, 14 guns, 13,000
h.p., Capt. G. S. Worrender, at Weihaiwei
Blenheim, 1st class cruiser, 9,000 tons, 12 guns,
21,411 h.p., Capt. F. H. Henderson, C.M.G.,
at Woosung
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut.-Comdr. M. Leake, at Wuhu
Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B.
R. S. Wrey, Bart., at Hankow
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut.-Comdr. E. A. Baird, at Weihaiwei
Daphne, sloop, 1,140 tons, 8 guns, 2,900 h.p.,
Comdr. Wm. C. Pakenham, at Hongkong
Dido, cruiser, 2nd class, 5,600 tons, 11 guns,
9,600 h.p., Capt. P. F. Tildard, at Hongkong
Endymion, cruiser, 7,350 tons, 12 guns, 10,000
h.p., Captain A. W. Paget, C.M.G., at
Weihaiwei
Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-
Comdr. W. F. Blunt, at Shanghai
Fama, torpedo-boat destroyer, 300 tons, 6 guns,
5,700 h.p., in reserve at Hongkong
Firebrand, gunboat, 455 tons, 4 guns, 360 h.p.,
Lieut.-Comdr. C. P. Beatty Pownall, at
Canton
Glory, battleship, 12,950 tons, Captain Frederick
S. Ingfield, at Yokohama

Goliath, battleship, 12,350 tons, 16 guns, 13,500
h.p., Capt. Lewis E. Wintz, at Nanking
Hamble, torpedo-boat destroyer, 250 tons, 6 guns,
3,000 h.p., Lieut.-Comdr. G. C. Hardy, at
Shanghai
Hart, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., in reserve at Hongkong
Humber, storeship, 1,640 tons, Comdr. H. J.
Davison, at Shanghai
Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600
h.p., Capt. Charles Winham, at Shanghai
Janus, torpedo-boat destroyer, in reserve, at
Hongkong
Kinsha, river gunboat, Lieut.-Comdr. G. B.
Powell, on Yangtze
Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p.,
Lieut. John C. Watson, at Amoy
Ocean, battleship, Hon. A. G. Cuccia Howe, at
Weihaiwei
Orlando, cruiser, 5,000 tons, 12 guns, 8,500 h.p.,
Capt. J. H. T. Burke, C.B., at Woosung
Otter, torpedo-boat destroyer, Lieut.-Comdr. C.
P. Mahsol, at Weihaiwei
Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
Comdr. W. H. Nicholson, at Tongku
Pigmy, gunboat, 755 tons, 6 guns, 1,300 h.p.,
Lieut.-Com. A. H. Oldham, at Hongkong
Pique, cruiser, 5,000 tons, 8 guns, 7,000 h.p.,
Capt. R. C. Reynolds, at Weihaiwei
Plover, gunboat, 453 tons, 6 guns, 1,300 h.p.,
Lieut.-Comdr. Cowper, at Kichiang
Redpole, gunboat, 855 tons, 6 guns, 720 h.p.,
Lieut.-Comdr. Chas. F. Corbett, Kichiang
Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut.-Comdr. Godfrey G. Webster, West
River
Rossario, sloop, 980 tons, 6 guns, 1,400 h.p.,
Comdr. A. W. Hamilton, at Singapore
Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. Carr, on West River
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut.-Comdr. R. W. Dalry, at Shanghai
Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in
reserve at Hongkong
Taku, torpedo-boat destroyer, 250 tons, in re-
serve at Hongkong
Tallbot, cruiser, 5,000 tons, Capt. F. G. Stepford,
at Yokohama
Tamar, receiving ship, 4,600 tons, 6 guns, Com-
modore Francis Powell, C.B., at Hongkong
Terrible, 1st class cruiser, 14,200 tons, 30 guns,
Capt. Percy M. Scott, C.B., at Weihaiwei
Tweed, gunboat, 362 tons, 5 guns, 200 h.p., in
reserve at Hongkong
Waterwitch, surveying ship, 620 tons, 450 h.p.,
Lieut.-Comdr. W. O. Lyne, at Labuan
Wivern, east defence ship, armed, 2,750 tons,
4 guns, 1,000 h.p., at Hongkong
Whiting, torpedo-boat destroyer, 330 tons, 6 guns,
5,000 h.p., Lieut. and Comdr. Mackenzie,
at Weihaiwei
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut.-Comdr. H. W. R. Watson, at
Woosung
Woodruff, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut.-Comdr. H. E. Hillman, at Hankow

KOWLOON EXTENSION.

A NEW MAP OF HONGKONG, KOW-
LOON AND ADJACENT TERRI-
TORIES showing the Boundary under the
New Convention, with the Towns, Villages,
&c. Prepared from Authoritative Sources and
Printed in Colours. Price 8d.
To be had at Messrs. KELLY & WALSH, LD.,
Daily Press Office.
Hongkong, 28th October, 1898. [82]

ON SALE.

"MOUNTINGS OF THE NAVAL
GUNS and their Subsequent Use
with the
LADYSMITH RELIEF COLUMN."
Being, LESSONS
CAPTAIN PERCY SCOTT,
R.N., and
CAPTAIN A. H. LIMPUS, R.N.
(of H. M. S. Terrible).
The book is printed on art paper, and illus-
trated with coloured maps and sketches.
Price— 1s. 6d. and 8s. 6d.

FOR SALE.

MAP OF THE SIKIANG OR WEST
RIVER
From HONGKONG to YICKOW, and
Showing the Port and Calling Places
Open to Foreign Trade, 1897.
Published at Daily Press Office.
Price 25 Cents, Cash.
Hongkong, 1st April, 1897. [84]

NOW ON SALE.

IMPERIAL QUARTO
ENGLISH AND CHINESE
DICTIONARY
WITH THE PUNTI AND MANDARIN
PRONUNCIATION.

For comprehensiveness and practical service
this Work stands unrivalled. All the new words
which the Chinese have of late years been com-
pelled to coin to express the numerous objects in
machinery, photography, telegraphy, and in
science generally, which the rapid advances of
foreign relations has imposed upon them, are
here given in *extenso*. Each and every word is
fully illustrated and explained, forming exercises
for students of a most instructive nature. Both
the Court and Punt pronunciations are given,
the accents being carefully marked on the best
principles hitherto attained. The typography
displays the success of an

POST OFFICE NOTICES.

The *Stuttgart*, with the German Mail of the 10th ult., left Singapore on Friday, the 5th inst., at 10 a.m., and may be expected on or about Wednesday, the 10th inst.

The next French mail, dated June 14th, which should have arrived by *s.s. Ernest Simons*, was, owing to an accident to that ship, transferred at Colombo to the *s.s. Bingo Maru*, and is expected to reach Hongkong on or about the 10th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton	Hongkong	Monday, 8th, 11.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, Amoy, Moji, Kobe, Yokohama, B.C., and Tacoma	Kaisow	Monday, 8th, 11.00 A.M.
Manila	Queen Adelaide	Monday, 8th, 11.00 A.M.
Manila	Hongkong	Monday, 8th, 1.15 P.M.
Manila	Tangkong	Monday, 8th, 4.00 P.M.
Manila	Pakshon	Monday, 8th, 5.00 P.M.
Manila	Tauruhiko Maru	Tuesday, 9th, 3.00 P.M.
Manila	Perla	Tuesday, 9th, 4.00 P.M.
Manila	Woonung	Tuesday, 9th, 4.00 P.M.
Manila	Kushing	Tuesday, 9th, 5.00 P.M.
Manila	Kweiyang	Wednesday, 10th, 4.00 P.M.
Manila	Registration	Thursday, 11th, 10.00 A.M.
Manila	Registration, with late fee of 10 cents, up to 10.45 A.M.	Thursday, 11th, 10.00 A.M.
Manila	Letters	Friday, 12th, 3.00 P.M.
Manila	Registration, with late fee of 10 cents, up to 10.45 A.M.	Friday, 12th, 3.00 P.M.
Manila	Letters	Saturday, 13th, 10.00 A.M.
Manila	Registration, with late fee of 10 cents, up to 10.45 A.M.	Saturday, 13th, 10.00 A.M.
Manila	Letters	Sunday, 14th, 9.00 A.M.
Manila	Registration, with late fee of 10 cents, up to 10.45 A.M.	Sunday, 14th, 9.00 A.M.
Manila	Letters	Monday, 15th, 10.00 A.M.
Manila	Registration, with late fee of 10 cents, up to 10.45 A.M.	Monday, 15th, 10.00 A.M.
Manila	Letters	Tuesday, 16th, 10.00 A.M.
Manila	Registration, with late fee of 10 cents, up to 10.45 A.M.	Tuesday, 16th, 10.00 A.M.
Manila	Letters	Wednesday, 17th, 10.00 A.M.
Manila	Registration, with late fee of 10 cents, up to 10.45 A.M.	Wednesday, 17th, 10.00 A.M.
Manila	Letters	Thursday, 18th, 10.00 A.M.
Manila	Registration, with late fee of 10 cents, up to 10.45 A.M.	Thursday, 18th, 10.00 A.M.
Manila	Letters	Friday, 19th, 10.00 A.M.
Manila	Registration, with late fee of 10 cents, up to 10.45 A.M.	Friday, 19th, 10.00 A.M.
Manila	Letters	Saturday, 20th, 10.00 A.M.
Manila	Registration, with late fee of 10 cents, up to 10.45 A.M.	Saturday, 20th, 10.00 A.M.
Manila	Letters	Sunday, 21st, 10.00 A.M.
Manila	Registration, with late fee of 10 cents, up to 10.45 A.M.	Sunday, 21st, 10.00 A.M.

TO-MORROW.
Sale, Clothing, &c., Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	6th July.
Telegraphic Transfer	1111
Bank Bills, on demand	1111
Bank Bills, at 30 days sight	1111
Bank Bills, at 4 months sight	1111
Credits, at 4 months sight	1111
Documentary Bills, 4 months sight	1111
ON PARIS.	6th July.
Bank Bills, on demand	2441
Bank Bills, at 4 months sight	2441
ON GERMANY.	6th July.
On demand	1.98
ON NEW YORK.	6th July.
Bank Bills, on demand	471
Credits, 60 days sight	481
ON BOMBAY.	6th July.
Telegraphic Transfer	1451
Bank, on demand	1451
ON CALCUTTA.	6th July.
Telegraphic Transfer	1451
Bank, on demand	1451
ON SHANGHAI.	6th July.
Bank, at sight	721
Private, 30 days sight	731
ON YOKOHAMA.	6th July.
On demand	6 p.c. pm.
ON MANILA.	6th July.
On demand	21 p.c. pm.
ON SINGAPORE.	6th July.
On demand	1 p.c. pm.
ON BATAVIA.	6th July.
On demand	1161
ON SINGAPORE.	6th July.
On demand	21 p.c. pm.
ON SAIGON.	6th July.
On demand	2 p.c. pm.
ON BANGKOK.	6th July.
On demand	591
SOVEREIGNS, Bank's Buying Rate	\$10.15
GOLD LEAF, 100 fine, per tael	\$63
BAR SILVER, per oz.	27

OPIUM.

Quotations are—	Allow for net to 1 catty.	5th July.
Malwa New	\$830 to \$840	per picul.
Malwa Old	\$860 to \$870	per picul.
Malwa Older	\$880 to \$890	per picul.
P. P. per wrapped	\$830 to \$840	per picul.
Persian fine quality	\$850 to \$860	per picul.
Persian extra fine	\$870 to \$880	per picul.
Patna New	\$850 to \$860	per chest.
Patna Old	\$865 to \$875	per chest.
Benares New	\$897 to \$907	per chest.
Benares Old	\$897 to \$907	per chest.

VESSELS EXPECTED.

THE GERMAN MAILS.
The Imperial German mail steamer *Stuttgart*, carrying the German mails with dates from Berlin of the 10th ult., left Singapore on the 5th inst., at 10 a.m., and may be expected here on or about the 10th inst., a.m.

The Imperial German mail steamer *Kiutschou* left Kobe via Nagasaki, Shanghai and Foochow on the 1st inst., p.m., and may be expected here on or about the 10th inst.

THE AMERICAN MAILS.
The O. & O. steamer *Gaelic*, with mails, &c., from San Francisco to the 14th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 5th inst., via Island Sea, Kobe, Nagasaki and Shanghai.

The T. K. K. steamer *Hongkong Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Island Sea, Kobe, Nagasaki and Shanghai, on the 22nd ult.

The P. M. steamer *China*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Island Sea, Kobe, Nagasaki and Shanghai, on the 29th ult.

THE CANADIAN MAIL.
The C. P. R. steamer *Empress of Japan* arrived at Kobe at 7 p.m. on the 2nd inst., and left at midnight same day for Nagasaki, Shanghai (where she was due at 2 a.m. on the 6th inst.), and Hongkong.

THE INDIAN MAIL.
The Indo-China steamer *Suisun*, from Calcutta and the Straits, left Singapore for this port on the 2nd inst., p.m.

MERCHANT STEAMERS.
The N. P. steamer *Glenesk* has arrived at Yokohama and sails for Hongkong on the 30th ult.

The Glen Line steamer *Glenary*, from Middlesbrough and London, left Singapore on the 3rd inst., and is due here on the 8th inst.

The N. Y. K. steamer *Nagasaki Maru* (European Line) left Kobe via Moji for this port on the 5th inst., and is expected to arrive here on the 10th inst.

The O. S. steamer *Patroclus* left Singapore on the 5th inst., and is due in Hongkong on the 10th inst.

JOINT STOCK SHARES.

STOCKS.	No. of Shares.	Issue Price.	Paid Up.	Last Dividend.	Closing Quotations.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30¢ div. 10¢ bonus = \$19.20 for half year ended 31/12/00	\$95 p. a. pr. = \$1913 London 42.
Bank of China & Japan, Ltd.	100,875	\$25	\$25	None	\$2.00
Do. Deferred	1,250	\$1	\$1	None	\$3.50
National Bank of China, Ltd.	19,970 A	\$10	\$10	3/16 for 1899	\$27, buyers
Do. Founders' Shares	25,955 B	\$10	\$10	3/16 at 2:1 = \$1.50 for 1899	\$27, buyers
Do. Founders' Shares	750 C	\$1	\$1	None	\$15, sellers
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	40 p. c. = \$20 for 1899	\$340
China Traders' Ins. Co., Ltd.	24,000	\$83.33	\$83.33	18 p. c. for year ended 31/12/00	\$84, sellers
North China Ins. Co., Ltd.	5,000	\$100	\$100	12 p. c. = \$12.00 on account of 1899	\$118, buyers
Yangtze Ins. Assn., Ltd.	8,000	\$100	\$100	\$12 = 20 p. c. for 1899	\$125, sales
Cant. Ins. Office, Ltd.	10,000	\$250	\$250	\$12 for 1899	\$180, sellers
Straits Insurance Co., Ltd.	30,000	\$100	\$100	5 p. c. per cent. for 1899	nominal
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$24 for 1899	\$250, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$9 for 1899	\$95, buyers
SHIPPING.					
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	\$15	\$15	\$12 for half year ended 31/12/00	\$37, sellers
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	\$12 for half year ended 31/12/00	\$102, sellers
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50	\$5 per old share = \$10	\$63, sales
Do. Ordinary	14,000	\$50	\$50	\$5 per new share = \$10	\$52, buy rs
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. c. per cent. for year ending 30/6/01	\$53, sales & sellers
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10	Final div. of 10 p. c. making 12 p. c. per cent. for year ending 30/6/01	\$12, buyers
Do. Ordinary	20,000	\$10	\$10	Final div. of 10 p. c. making 12 p. c. per cent. for year ending 30/6/01	\$12, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	Final div. of 10 p. c. making 12 p. c. per cent. for year ending 30/6/01	\$12, buyers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	Final div. of 10 p. c. making 12 p. c. per cent. for year ending 30/6/01	\$12, buyers
REFINERIES.					
China Sugar Refining Company, Limited	20,000	\$100	\$100	Final of \$9, making in all \$12 per share for 1899	\$145
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$4 for 1897	\$36
Mining.					
Panjoan Mining Co., Ltd.	60,000	\$10	\$10	None	\$51
Do. Preference	30,000	\$1	\$1	None	\$1.25
Société Fran. des Charbonnages de Tonkin	16,000	\$250	\$250	None	\$325
Queens Mines, Limited	400,000	\$25	\$25	None	6 cents sellers
Jehlu Mining and Trading Company, Ltd.	45,000	\$5	\$5	5 p. c. half year end 31/12/00 (coupon) 1 p. c. share = 45 cts.	\$14, sellers
Isab. Australian Gold Mining Co., Limited	200,000	\$1	\$1	12th div.	\$12, buyers
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	None	\$1, sellers
Do. Ordinary	15,000	\$5	\$5	None	\$1, sellers
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	50,000	\$50	\$50	10 p. c. & 14 p. c. bonus = 1 year 12 1/2% dividend	\$305, sellers
Hongkong and Kowloon Wharf and G. Co., Ltd.	30,000	\$50	\$50	Final of 5 p. c. on account of 1899	\$102, sales
Wanchai Warehouse and Storage Co., Ltd.	2,800	\$100	\$100	Final of 5 p. c. on account of 1899	nominal
New Amoy Dock Co., Ltd.	6,000	\$63	\$63	31 p. c. for 1899	\$224, buyers
LANES, HOTELS & BUILDINGS.					
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Final \$6 on account 1899	\$201, buyers
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	\$1.30 for 1900	\$30
West Point Building Company, Limited	12,500	\$50	\$50	Final \$1.75 on acct. 1899	\$54, sales
Hongkong Hotel Company, Ltd.	12,000	\$50	\$50	10 p. c. for half year end 31/12/00	\$121, buyers
Oriental Hotel, Ltd.	7,000	\$50	\$50	Final of 10 p. c. for 1899	\$70
Humphreys Est. & P. Co.	100,000	\$10	\$10	\$1 per share for 1899	\$13 1/2, sales
COTTON MILLS.					
Ewo Cotton, Spinning & Weaving Co., Ltd.	17,500	\$100	\$100	31 p. c. for period ending 31/10/97	Tia. 50
International Cot. Mfg. Co., Ltd.	10,000	\$100	\$100	3 p. c. on account '98	Tia. 42.50
Loan-kaung-may Cotton Spinning & Weaving Co., Ltd.	8,000	\$100	\$100	4 p. c. on account '98	Tia. 50
Soy Chee Cotton Spinning Company, Ltd.	2,000	\$100	\$100	4 p. c. for period ending 31/12/97	Tia. 37 1/2
Yahloong Cot. Spin. Co., Ltd.	7,500	\$100	\$100	None	Tia. 27.50
Hongkong Cotton Spinning & Dyeing Co., Ltd.	120,000	\$100	\$100	None	\$10, buyers
MISCELLANEOUS.					
Manila Investment Co., Ltd.	20,000	\$50	\$50	\$6 p. c. for 1899	\$56 1/2, sellers
Green Island Cement Co., Ltd.	100,000	\$10	\$10	25 p. c. for 1899	\$12 1/2, sales & buyers
China Borneo Co., Ltd.	7,500	\$20	\$20	25 p. c. for 1899	\$25, sales
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Final of 70 cents = \$7.00	\$16, sales
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	70 cents per share = \$7.00	\$12 1/2, buyers
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	9 p. c. for 1899	\$143, buyers
Hongkong Rope Mfg. Co., Ltd.	10,000	\$50	\$50	\$23 per cent. 1899	\$175, sellers
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	15 p. c. for 1899	\$35, sellers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	\$10 p. s. on acct. 1899	\$180, sales
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	\$14 for year ended 30/11/1900	\$233, buyers
Hk. & China Bakery Co., Ltd.	7,500	\$10	\$10	Final year	\$5, buyers
Dairy Farm Co., Ltd.	10,000	\$10	\$10	15 p. c. for 1899	\$15, buyers
Hk. & China Bakery Co., Ltd.	7,500	\$10	\$10	20 p. c. for 1899	\$20, buyers
United Asbestos Oriental Agency, Limited	100,000	\$10	\$10	75¢ p. a. share for year ending 31/12/00	\$112, sellers
Tebrun Planting Co., Ltd.	20,000	\$5	\$5	None	\$3, sellers
Yahloong President Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	\$9 cents for year ending 31/12/01	\$9.85, buyers
Watkins, Limited	10,000	\$10	\$10	12 p. c. for 1899	\$91, buyers
Universal Trading Co., Ltd.	60,000	\$20	\$20	Int. div. 30 cts. p. share	\$193, nominal
China Light & P. Co., Ltd.	15,000	\$20	\$20	First year	\$20, nominal
Robinson Piano Co., Ltd.	3,200	\$50	\$50	11 p. c. for 1899	\$50, nominal
COAL COMPANIES.					
Philippine Tobacco Trust Co., Ltd.	20,000	\$50	\$50	25 p. c. for year ended 30/6/00	\$60, sellers
Alhambra, Ltd.	20	\$501	\$501	25 p. c. for year ended 30/6/00	\$1,500, sellers

VERNON & SMYTH, BROKERS.

THE NEED OF MUNICIPAL FREEDOM IN HONGKONG.

BY "SCRUTATOR."

With Leading Articles and Correspondence thereon Reprinted from the "HONGKONG DAILY PRESS" and "CHINA MAIL."

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THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.

Call Flag W.

J. W. KEW, Manager, 20, Des Vaux Road, Hongkong, 18th December, 1900. [1485]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO. Hongkong, 14th February, 1901. [15]

Ideal Milk



Enriched 20 per cent. with Cream.

Sterilized—Not Sweetened.

A Perfect Substitute for Fresh Milk.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 5th JULY, P.M.

STATION.	Hour.	Barometer reduced to sea level and 30 in. Hg.	Thermometer.	Humidity.	Wind.	Weather.
Victoria	2 p.	29.82	77	88	2	—
Kobe	"	30.63	80	88	2	—
Nagasaki	"	30.79	82	88	2	—
Kangshu	"	29.87	82	88	2	—
Yokohama	1 p.	29.80	82	88	2	—
Yokohama	"	29.83	82	88	2	—
Yokohama	"	29.84	82	88	2	—
Yokohama	"	29.85	82	88	2	—
Yokohama	"	29.86	82	88	2	—
Yokohama	"	29.87	82	88	2	—
Yokohama	"	29.88	82	88	2	—
Yokohama	"	29.89	82	88	2	—
Yokohama	"	29.90	82	88	2	—
Yokohama	"	29.91	82	88	2	—
Yokohama	"	29.92	82	88	2	—
Yokohama	"	29.93	82	88	2	—
Yokohama	"	29.94	82	88	2	—
Yokohama	"	29.95	82	88	2	—
Yokohama	"	29.96	82	88	2	—
Yokohama	"	29.97	82	88	2	—
Yokohama	"	29.98	82	88	2	—
Yokohama	"	29.99	82	88	2	—
Yokohama	"	30.00	82	88	2	—

0th JULY, A.M.

Vladivostok	7 a.	—	—	—	—	—
Yokoy	10 a.	—	—	—	—	—
Kobe	"	—	—	—	—	—
Nagasaki	"	—	—	—	—	—
Kangshuina	"	—	—	—	—	—
Tsushoku	6 a.	29.82	77	88	2	—
Tsushoku	"	29.78	77	88	2	—
Tsushoku	"	29.83	77	88	2	—
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